

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1-28 Canceled

29. (New) Method for controlling a vehicle brake system with active hydraulic brake force boosting, comprising:

- providing an actuation counter with a given value;
- determining a nominal value indicative of a desired braking condition;
- determining an actual value indicative of an actual braking condition;
- determining if a difference between the nominal value and the actual value is greater than a threshold value, and, if such difference is greater than the threshold value, increasing the actuation counter by one increment at least until a counter threshold value has been reached; and
- actuating an active pressure-increasing unit or a pressure modulation unit at a desired actuation level based on the determined difference and a current actuation counter value.

30. (New) Method as claimed in claim 29, wherein the actuation counter value is reset to the given value before or at the start of a new ignition cycle.

31. (New) Method as claimed in claim 29, wherein the nominal value is a nominal brake pressure and the actual value is an actual brake pressure.

32. (New) Method as claimed in claim 31, wherein when the nominal pressure exceeds the actual pressure by more than the threshold value, the pressure-increasing unit is actuated to generate additional pressure and when the nominal pressure is less than the actual pressure by more than the threshold value, the pressure modulation unit is actuated to reduce pressure.

33. (New) Method as claimed in claim 31, wherein the threshold value is a pressure difference between 20% to 50% with respect to the nominal brake pressure.

34. (New) Method as claimed in claim 29, wherein the nominal value is a nominal vehicle acceleration and the actual value is an actual vehicle acceleration.

35. (New) Method as claimed in claim 34, wherein when the nominal vehicle acceleration is lower than the actual vehicle acceleration by more than the threshold value, the pressure-increasing unit is actuated to generate additional pressure and when the nominal vehicle acceleration exceeds the actual vehicle acceleration by more than the threshold value, the pressure modulation unit is actuated to reduce pressure.

36. (New) Method as claimed in claim 34, wherein the threshold value is a difference between the nominal vehicle acceleration and the actual vehicle acceleration of at least 40% to 60% with respect to the nominal vehicle acceleration.

37. (New) Method as claimed in claim 29, wherein the actuation counter is increased and the active pressure-increasing unit or the pressure modulation unit are actuated only if the determined difference is greater than the threshold value for a predetermined period of time.

38. (New) Method as claimed in claim 29, wherein the desired actuation level is a first level when the current actuation counter value is less than the counter threshold value and a second level, greater than the first level, when the actuation counter value is equal to or greater than the counter threshold value.

39. (New) Method as claimed in claim 38, wherein the counter threshold value is two increments greater than the given value.

40. (New) Method as claimed in claim 38, wherein the pressure-increasing unit includes a pump and the pressure modulation unit includes a current actuated value, and wherein the desired actuation first level is either an extension of an actuation time of the pump by 30% to 100% or an increase of current strength to the valve by 30% to 100%.

41. (New) Method as claimed in claim 40, wherein the desired actuation second level is either an extension of an actuation time of the pump by 200% to 400% or an increase of a current strength to the valve by 200% to 400%.